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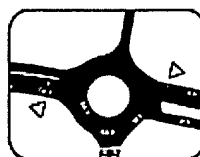
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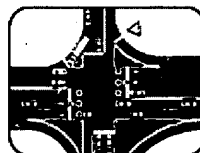
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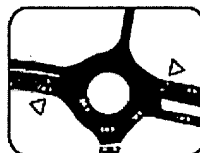
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Model Selection for Simulation Design: A Multiobjective Decision Analysis Approach with an Application to Simulating Transport Agents

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This article reviews the characteristics of the model selection problem for simulation software or analyses and presents a multiobjective decision analysis approach for model selection that addresses these characteristics. The approach is illustrated with an application to selecting a modeling approach for simulating transport agents. The authors discovered that using multiobjective decision analysis for model selection can assist decision makers in more fully understanding all aspects of the simulation design problem and can uncover insights into the particular simulation project being designed.

Key Words: Multiobjective decision analysis • transport agents • simulation design selection • model selection

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Microsimulation Models

Microscopic simulation packages for traffic networks
(In alphabetical order)

AIMSUNG, from TSS-Transport, Barcelona, Spain

"Every single vehicle in the network is continuously modelled throughout the simulation period, using several driver behaviour models: car following, lane changing and gap acceptance. Mainly used for testing new traffic control systems and management policies, but it can also be used for traffic state prediction to work in conjunction with vehicle guidance systems and other real time applications." (July 2003). From TSS-Transport Simulation Systems, Barcelona, Spain.

CORSIM, from US FHWA

Sponsored by the US Federal Highways Administration.

"CORSIM is a comprehensive microscopic traffic simulation, applicable to surface streets, freeways, and integrated networks with a complete selection of control devices (i.e., stop/yield sign, traffic signals, and ramp metering). It simulates traffic and traffic control systems using commonly accepted vehicle and driver behavior models. It combines two of the most widely used traffic simulation models, NETSIM for surface streets, and FRESIM for freeways. It has been applied by thousands of practitioners and researchers worldwide over the past 30 years and embodies a wealth of experience and maturity." (July 2003).

DRACULA, from Leeds University ITS

"DRACULA (Dynamic Route Assignment Combining User Learning and microsimulAtion) is a dynamic network microsimulation model developed at University of Leeds since 1993 (Liu et al 1995). the emphasis is on the "micro-simulation" of individual trip makers' choices and individual vehicles' movements. It represents directly driver choices as they evolve from day to day combined with a detailed within-day traffic simulation model of the space-time trajectories of individual vehicles according to car-following, lane-changing rules and intersection regulations. It therefore provides strong interaction between demand and supply." (July 2003).

INTEGRATION

Originally developed by Van Aerde/Hesham Rakha. Development may have ceased. "INTEGRATION is a traffic simulation model designed specifically for the analysis of integrated arterial roadways and freeways. It models the interactions of individual vehicles on the roadway system, traffic signals, and Intelligent Transportation System technologies, as well as driver rerouting in congested conditions. INTEGRATION gives planners a graphical picture of traffic flowing through an area. The ability to capture the interaction between multiple traffic control and management strategies is one way in which INTEGRATION is unique to other traffic simulation programs." (2002)

PARAMICS

"Paramics is an advanced suite of software tools for microscopic traffic simulation developed by Quadstone Limited, Edinburgh, Scotland." (July 2003).

VISSIM

"VISSIM is a microscopic, behavior-based multi-purpose traffic simulation program." (July 2003). From PTV, Karlsruhe, Germany.